2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
312

Town of Timberville

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Timberville																
42	0.18	**13000**	**N**	From: SCL Timberville												
				93%	1%	2%	1%	4%	0%	N	0.092	N	0.531	13000	N	2002
				To: SR 211												
42	0.68	**1400**	**N**	From:												
				91%	1%	2%	3%	3%	0%	N	0.106	N	0.636	1400	N	2002
				To: 82-617 North												
42	0.41	**1400**	**G**	From:												
				91%	1%	2%	3%	3%	0%	F	0.106	F	0.636	1400	G	2002
				To: NCL Timberville												
211	0.69	**4400**	**G**	From: SR 42 South of Timberville												
				84%	1%	4%	3%	8%	0%	F	0.08	F	0.528	4500	G	2002
				To: ECL Timberville												
617 (82)	0.06	**1700**	**G**	From: WCL Timberville												
				95%	1%	2%	2%	1%	0%	C	0.096	F	0.549	1700	G	2002
				To: SR 42 NORTH												
617 (82)	0.19	**1500**	**G**	From: SR 42 SOUTH												
				95%	1%	2%	2%	1%	0%	F	0.1	F	0.536	1500	G	2002
				To: 82-1504												
617 (82)	0.17	**1200**	**G**	From:												
				95%	1%	2%	2%	1%	0%	F	0.095	F	0.512	1200	G	2002
				To: ECL TIMBERVILLE												
618 (82)	0.50	**1600**	**R**	From: 82-800							NA			NA		08/21/2000
				To: 82-793												
618 (82)	0.16	**1600**	**G**	From:												
				98%	0%	1%	0%	1%	0%	C	0.08	F	0.523	1600	G	2002
				To: SR 211												
800 (82)	0.01	**1200**	**N**	From: SCL Timberville							NA			0	N	1994
				To: 82-618 NORTH												
800 (82)	0.36	**1200**	**R**	From:							NA			NA		08/28/2000
				To: Dead End; Gap Terminus												
800 (82)	0.06	**7800**	**R**	From: SR 42 S; Gap Terminus							NA			NA		1997
				To: 82-1512 SOUTH												
800 (82)	0.07	**4800**	**R**	From:							NA			NA		08/30/2000
				To: 82-1511 SOUTH												
800 (82)	0.04	**6200**	**R**	From:							NA			NA		1997
				To: 82-1510 EAST												
800 (82)	0.02	**5500**	**R**	From:							NA			NA		1997
				To: 82-1510 WEST												
800 (82)	0.05	**4700**	**R**	From:							NA			NA		08/28/2000
				To: 82-1509												
800 (82)	0.04	**5200**	**R**	From:							NA			NA		1997
				To: 82-1508 SOUTH												
800 (82)	0.09	**3800**	**R**	From:							NA			NA		1997
				To: WCL TIMBERVILLE S												
800 (82)	0.04	**600**	**R**	From: WCL TIMBERVILLE N							NA			NA		1997
				To: 82-1508 NORTH												
800 (82)	0.08	**1100**	**R**	From:							NA			NA		1997
				To: 82-1509 NORTH												
800 (82)	0.05	**1200**	**R**	From:							NA			NA		08/24/2000
				To: 82-1510 NORTH												
800 (82)	0.08	**1800**	**R**	From:							NA			NA		1997
				To: 82-1511 NORTH												
800 (82)	0.02	**1400**	**R**	From:							NA			NA		1994
				To: 82-1507												

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Town of Timberville																
800 82	0.05	**1100**	**R**	From: 82-1507							NA			NA		08/24/2000
				To: 82-1512 NORTH												
800 82	0.06	**990**	**R**	From:							NA			NA		1997
				To: SR 42 NORTH												
881 82	0.24	**2200**	**G**	From: NCL TIMBERVILLE												
				97%	1%	1%	0%	1%	0%	C	0.092	F	0.602	2200	G	2002
				To: SR 42												
1501 82	0.05	**200**	**R**	From: SR 42							NA			NA		1997
				To: 82-1503												
1501 82	0.06	**130**	**R**	From:							NA			NA		1997
				To: 82-1502												
1501 82	0.06	**80**	**R**	From:							NA			NA		1997
				To: 82-1504												
1502 82	0.10	**60**	**R**	From: 82-1505							NA			NA		1997
				To: 82-1501												
1503 82	0.12	**100**	**R**	From: 82-1505							NA			NA		1997
				To: 82-1501												
1504 82	0.20	**160**	**R**	From: 82-617							NA			NA		1997
				To: 82-1505												
1504 82	0.15	**80**	**R**	From:							NA			NA		1997
				To: 82-1501												
1505 82	0.07	**260**	**R**	From: SR 42							NA			NA		1997
				To: 82-1503												
1505 82	0.08	**170**	**R**	From:							NA			NA		1997
				To: 82-1502												
1505 82	0.01	**160**	**R**	From:							NA			NA		1997
				To: 82-1504												
1506 82	0.33	**100**	**R**	From: SR 42							NA			NA		1997
				To: 82-1507												
1507 82	0.24	**660**	**R**	From: 82-800							NA			NA		1997
				To: SR 42												
1507 82	0.55	**680**	**R**	From:							NA			NA		1997
				To: 82-1519 NORTH												
1507 82	0.02	**800**	**R**	From: 82-1519 SOUTH							NA			NA		1997
				To: SR 211												
1508 82	0.19	**600**	**R**	From: 82-800							NA			NA		1997
				To: 82-800												
1509 82	0.13	**620**	**R**	From: 82-800 SOUTH							NA			NA		1997
				To: 82-1517												
1509 82	0.05	**560**	**R**	From:							NA			NA		1997
				To: 82-800 NORTH												
1510 82	0.13	**140**	**R**	From: 82-800 WEST							NA			NA		1997
				To: 82-1517												

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Town of Timberville																
1510 82	0.05	**120**	**R**	From: 82-1517 To: 82-800 NORTH							NA			NA		1997
1511 82	0.07	**240**	**R**	From: 82-800 SOUTH To: 82-1513							NA			NA		1997
1511 82	0.08	**240**	**R**	From: 82-1513 To: 82-1517							NA			NA		1997
1511 82	0.10	**200**	**R**	From: 82-1517 To: 82-800 NORTH							NA			NA		1997
1512 82	0.08	**190**	**R**	From: 82-800 SOUTH To: 82-1513							NA			NA		1997
1512 82	0.08	**260**	**R**	From: 82-1513 To: 82-1517							NA			NA		1997
1512 82	0.10	**200**	**R**	From: 82-1517 To: 82-800 NORTH							NA			NA		1997
1513 82	0.06	**130**	**R**	From: 82-1511 To: 82-1512							NA			NA		1997
1513 82	0.05	**130**	**R**	From: 82-1512 To: SR 42							NA			NA		1997
1514 82	0.07	**420**	**R**	From: SR 42 To: 82-1515							NA			NA		1997
1514 82	0.28	**230**	**R**	From: 82-1515 To: SR 211							NA			NA		1997
1515 82	0.10	**310**	**R**	From: SR 211 To: 82-1516							NA			NA		1997
1515 82	0.10	**220**	**R**	From: 82-1516 To: 82-1514							NA			NA		1997
1516 82	0.08	**80**	**R**	From: 82-1515 To: Dead End							NA			NA		1997
1517 82	0.03	**80**	**R**	From: 82-1509 To: 82-1510							NA			NA		1997
1517 82	0.06	**110**	**R**	From: 82-1510 To: 82-1511							NA			NA		1997
1517 82	0.06	**160**	**R**	From: 82-1511 To: 82-1512							NA			NA		1997
1517 82	0.05	**260**	**R**	From: 82-1512 To: SR 42 SR 211							NA			NA		1997
1519 82	0.06	**380**	**R**	From: 82-1507 SOUTH To: 82-1520 SOUTH							NA			NA		1997
1519 82	0.20	**110**	**R**	From: 82-1520 SOUTH To: 82-1520 NORTH							NA			NA		1997
1519 82	0.13	**170**	**R**	From: 82-1520 NORTH To: 82-1507 NORTH							NA			NA		1997
1520 82	0.09	**150**	**R**	From: 82-1519 SOUTH To: 82-1522							NA			NA		1997

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Town of Timberville																
1520 82	0.11	**50**	**R**	From: 82-1522 To: 82-1519 NORTH							NA			NA		1997
1521 82	0.43	**470**	**R**	From: 82-617 WEST To: ECL TIMBERVILLE							NA			NA		1997
1522 82	0.05	**90**	**R**	From: 82-1507 To: 82-1520							NA			NA		1997
1523 82	0.10	**260**	**R**	From: Dead End To: 82-617							NA			NA		1997
1524 82	0.08	**150**	**R**	From: Cul-de-Sac To: 82-1528							NA			NA		1997
1524 82	0.03	**360**	**R**	From: To: 82-1525							NA			NA		1997
1524 82	0.07	**440**	**R**	From: To: SR 211							NA			NA		1997
1525 82	0.07	**140**	**R**	From: 82-1524 To: 82-1526							NA			NA		1997
1525 82	0.06	**100**	**R**	From: To: Cul-de-Sac							NA			NA		1997
1526 82	0.06	**130**	**R**	From: 82-1525 To: 82-1527							NA			NA		1997
1526 82	0.03	**380**	**R**	From: To: SR 211							NA			NA		1997
1527 82	0.10	**170**	**R**	From: 82-1526 To: Cul-de-Sac							NA			NA		1997
1528 82	0.08	**160**	**R**	From: Cul-de-Sac To: 82-1524							NA			NA		1997
1529 82	0.18	**370**	**R**	From: Cul-de-Sac To: 82-1507							NA			NA		08/24/2000